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Terms	Documents
L6 and (705/$).ccls.	0

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Search: L7

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Search History

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DB=PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD; PLUR=YES; OP=ADJ			
L7	L6 and (705/$).ccls.	0	L7
L6	L5 and(electronic control unit or ecu)	3	L6
L5	l1 and (invalidat$5 or deactivat$5 or disarm$5 or inacess$5 or contactless$2 or unconnect$5 or uncommunicat$5)	80	L5
L4	L3 and (unconnect$5 or uncommunicat$5) same (data or information)	0	L4
L3	L1 and (digit$4 or pin or hash$3) near20 (invalidat$5 or deactivat$5 or disarm$5 or inacess$5 or contactless$2)	4	L3
L2	L1 and (digit$4 or pin or hash$3) near20 (invalidat$5 or deactivat$5 or disarm$5 or inacess$5 or contactless$2) near20 (electronic control unit or ecu)	0	L2
L1	(reservation or reserv$3 or rent$5 or leas$5 or return$5)near20 (car or automobile or vehicle or auto) near20 (passcod$3 or cod$3 or smart) near20 (card or key$3)	381	L1

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L9: Entry 2 of 3   File: USPT   Aug 3, 2004

DOCUMENT-IDENTIFIER: US 6772061 B1
TITLE: System, method, and apparatus for controlling vehicle performance

Detailed Description Text (7):
Control unit 130 may comprise one or more microprocessors, microcontrollers,
application-specific integrated circuits (ASICs), or other arrays of logic
elements. For example, control unit 130 may comprise an embedded microcontroller
such as one of the MC68HC05 family (Motorola, Inc., Schaumberg, Ill.). In an
exemplary implementation, control unit 130 may comprise the Electronic Control Unit
(ECU) or Multi-Purpose Electronic Module (MPEM) of a Sea-Doo.TM. RX DI 2000
personal watercraft (Bombardier Recreational Products, Montreal, Quebec, Canada).
Alternatively, control unit 130 may comprise a mechanical linkage for processing a
mechanical data signal outputted by data port 120. Control unit 130 may control the
vehicle operation directly (e.g. by controlling engine fuel supply, disabling a
starting circuit, etc.) and/or indirectly (e.g. by supplying ignition values to an
ignition control module, injection values to a fuel injection module, etc.).
Control unit 130, an engine fuel supply control module, a starting circuit, an
ignition control module, and a fuel injection module may be implemented separately,
or one or more of these units may be integrated into a single module. Depending on
the particular application, one or more of these units may not be present.

Detailed Description Text (10):
As shown in FIG. 2, a safety overspeed threshold may also be provided, e.g. as a
delta from the target speed value. In such case, performance of the vehicle may be
further controlled (e.g. by applying a more restrictive engine cutoff) in the event
that the safety overspeed threshold is reached or exceeded. For example, a cylinder
cut-out may be triggered in the event that this threshold is exceeded (e.g. the
valves to one or more engine cylinders may be deactivated). For a personal
watercraft, for example, in a case of loading and unloading of the impeller (e.g.
as may occur during wave jumping), such control may provide a faster and more
definitive response than a proportional-only controller.

Detailed Description Text (31):
In one such implementation, key 110a includes a magnet, while proximity data port
150 includes a reed switch. Proximity data port 150 and control data port 160 may
be constructed within the same port housing 126. Additionally, these two data ports
may be connected in series, such that closure of a reed switch of proximity data
port 150 (i.e. as caused by a magnet in key 110a) allows control data port 160 to
receive the indicated vehicle performance level (and/or other information as
described below). The apparatus may also initiate other vehicle activity (e.g.
providing power to dashboard gauges and/or lights, vehicle interior illumination,
etc.) upon detection of proximity signal S20. In such a case where a circuit is
activated upon receipt of proximity signal S20, a time-out period may be provided.
For example, the apparatus may be deactivated if the vehicle is not started within
ten minutes of the initial receipt of proximity signal S20 (e.g. in order to
prevent battery discharge).

Detailed Description Text (33):
Vehicle operation may be restricted according to whether the ID code corresponds to
information stored in correspondence unit 140. If no such correspondence is found,

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L3: Entry 4 of 4   File: USPT   Aug 4, 1998

DOCUMENT-IDENTIFIER: US 5790015 A
TITLE: Security apparatus

Detailed Description Text (18):
On the other hand, when the driver who has returned to the vehicle presses the
disarming key 2b, the remote control unit 1 modulates a carrier wave according to a
digital remote control signal, including an ID code, a disarming code (command
codes), so as to transmit a radio wave signal in a manner similar to the arming
operation. The vehicle security apparatus 10 receives the radio wave transmitted
from the remote control unit 1 and demodulates it. Subsequently, the controller 20
compares the ID code contained in the received signal with the stored ID code. When
the two codes coincide with each other, the controller 20 cancels the anti-theft
state and executes a disarming operation (allowing the door lock device 22 to
perform an unlocking operation).

vehicle operation may be denied completely (for example, a start switch of the vehicle may be disabled) or restricted to a default performance level. In a further implementation, user authentication may be required. For example, correspondence unit 140 may <u>return a password associated with the ID code which must correspond to a key sequence entered by the user via a keypad (e.g. as determined by control unit 130) before the vehicle</u> will function above a predetermined performance level or possibly at all.

Refine Search

Search Results -

Terms	Documents
L1 and (340/5.6).ccls.	5

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L11	L10 and (invalidat$5 or deactivat$5 or disarm$5 or contactless$2)	12	L11
L10	l1 and (340/5.72).ccls.	33	L10
L9	L8 and (invalidat$5 or deactivat$5 or disarm$5 or inacess$5 or contactless$2)	3	L9
L8	l1 and (electronic control unit or ecu)	21	L8
L7	L6 and (705/$).ccls.	0	L7
L6	L5 and(electronic control unit or ecu)	3	L6
L5	l1 and (invalidat$5 or deactivat$5 or disarm$5 or inacess$5 or contactless$2 or unconnect$5 or uncommunicat$5)	80	L5
L4	L3 and (unconnect$5 or uncommunicat$5) same (data or information)	0	L4
L3	L1 and (digit$4 or pin or hash$3) near20 (invalidat$5 or deactivat$5 or disarm$5 or inacess$5 or contactless$2)	4	L3
	L1 and (digit$4 or pin or hash$3) near20 (invalidat$5 or deactivat$5 or		

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Term:
```
L13 and (smart card or ic or integrated circuit$3
or key$3) same vehicle same (door or gat$3)
```

Display: `50` Documents in **Display Format:** `-` **Starting with Number** `1`

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[Search] [Clear] [Interrupt]

Search History

DATE: Monday, June 04, 2007   **Purge Queries**   Printable Copy   Create Case

Set Name side by side	Query	Hit Count	Set Name result set
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L14	L13 and (smart card or ic or integrated circuit$3 or key$3) same vehicle same (door or gat$3)	59	L14
L13	(340/5.6).ccls.	348	L13
L12	L1 and (340/5.6).ccls.	5	L12
L11	L10 and (invalidat$5 or deactivat$5 or disarm$5 or contactless$2)	12	L11
L10	l1 and (340/5.72).ccls.	33	L10
L9	L8 and (invalidat$5 or deactivat$5 or disarm$5 or inacess$5 or contactless$2)	3	L9
L8	l1 and (electronic control unit or ecu)	21	L8
L7	L6 and (705/$).ccls.	0	L7
L6	L5 and(electronic control unit or ecu)	3	L6
L5	l1 and (invalidat$5 or deactivat$5 or disarm$5 or inacess$5 or contactless$2 or unconnect$5 or uncommunicat$5)	80	L5
L4	L3 and (unconnect$5 or uncommunicat$5) same (data or information)	0	L4
L3	L1 and (digit$4 or pin or hash$3) near20 (invalidat$5 or deactivat$5 or disarm$5 or inacess$5 or contactless$2)	4	L3

L2	L1 and (digit$4 or pin or hash$3) near20 (invalidat$5 or deactivat$5 or disarm$5 or inacess$5 or contactless$2) near20 (electronic control unit or ecu)	0	L2
L1	(reservation or reserv$3 or rent$5 or leas$5 or return$5)near20 (car or automobile or vehicle or auto) near20 (passcod$3 or cod$3 or smart) near20 (card or key$3)	381	L1

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L12: Entry 3 of 5   File: USPT   Apr 30, 2002

DOCUMENT-IDENTIFIER: US 6380842 B1
TITLE: Electronic key

Current US Cross Reference Classification (2):
340/5.6

CLAIMS:

17. The electronic key as claimed in claim 1, further comprising means for
communicating with an indicator located in the vehicle that displays at least one
of the entry of individual code, operator guidance during programming of the key,
or data associated with the cleared state when the key is inserted into the
ignition lock of the vehicle, and further comprising additional actuating members
associated with the indicator for programming the key, and wherein the charged
state of the battery of the key is monitored on the indicator.

Zip car. or car sharing

| L2 | disarm$5 or inacess$5 or contactless$2) near20 (electronic control unit or ecu) | 0 | L2 |
| L1 | (reservation or reserv$3 or rent$5 or leas$5 or return$5)near20 (car or automobile or vehicle or auto) near20 (passcod$3 or cod$3 or smart) near20 (card or key$3) | 381 | L1 |

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Habitat for Humanity
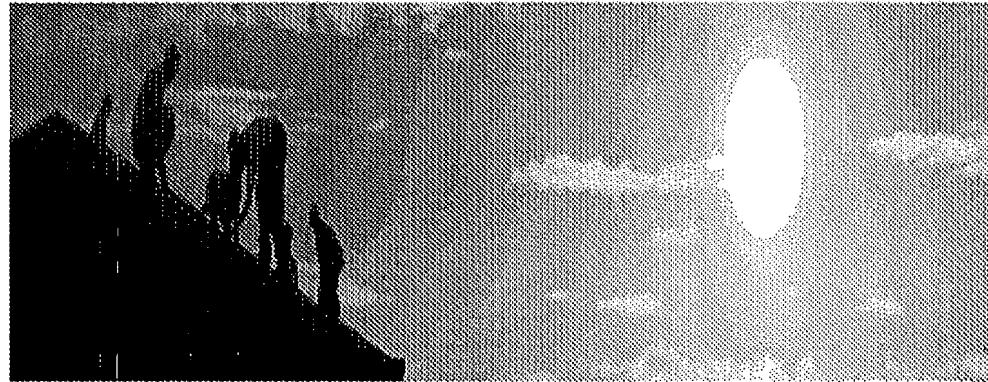
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limited number of spots so sign up early
dress casually and in clothes you can get dirty (no sandals)
participants must be on non-duty hours or approved leave

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L14: Entry 42 of 59   File: USPT   Dec 16, 2003

DOCUMENT-IDENTIFIER: US 6664888 B1
TITLE: Method and apparatus for enabling and disabling certain functions of an automobile

Detailed Description Text (5):
Typically, a vehicle is provided with manual switches which the user controls in order to activate an accessory or other vehicle function. For example, a button might activate the door locks, and a key might activate the starter motor. The circuits for these accessories are relay-based, meaning that a relay is used to isolate the manual switch from the high power loop between the vehicle battery (or other power source) and the accessory itself This avoids the possibility of unwanted power entering the manual switch and perhaps giving a shock to the user. These accessories and features may include, without limitation, the relay 5 for the starter motor 7, and relays for the ignition system, power door locks, trunk release, headlamps, automobile horn and any other relay-based electrical system within the automobile 13. An example would be a manual switch such as a key to starting the vehicle's engine.

Detailed Description Text (8):
Many digital receivers 4 may be used in the present invention, each embodied as a slave unit having its own electrical relay or switch. The slave units may include, without limitation, the relay 5 for the starter motor 7, and relays for the ignition system, power door locks, trunk release, headlamps, automobile horn and any other relay-based electrical system within the automobile 13. Again, the relay or switch in the slave unit will be in addition to the pre-existing relay of the relay-based vehicle function. As seen in FIG. 2(a), the slave relay 203 is connected between the manual switch 213, such as a key lock for ignition switch 8, and the vehicle accessory or function 205, such as starter motor 7 (FIG. 1) which performs the function of starting the vehicle's engine.

Detailed Description Text (35):
Still further, the present system can be utilized by automobile associations or rental companies to automatically unlock the vehicle doors and/or trunk from a remote location upon receiving information that the owner or renter has locked the keys in the car. Still another use of the present invention is with law enforcement. Cars can be immobilized by disabling the starter or the ignition system, meaning that drivers convicted of automobile violations such as driving under the influence can be prevented from using their cars altogether by simply installing the present invention. Drivers can also be prevented from using their cars during certain hours of the day by disabling it at certain times and re-enabling it at others. The re-enablement can be done by subsequently transmitted signals, or by using an automatic timer within the controller 2 or within the receiver 5, 32-35.

Current US Cross Reference Classification (6):
340/5.6

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    L3: Entry 3 of 4   File: USPT   Aug 24, 2004

DOCUMENT-IDENTIFIER: US 6781519 B1
TITLE: Method and vehicle system for remote-controlling vehicle audio system

Detailed Description Text (23):
Subsequently, when a driver who has returned to the vehicle presses the TX/PANIC
key 22a, the radio frequency remote control unit 20 digitally modulates the carrier
wave based on an ID code and a command code for disarming the security and
transmits a signal. The transmission signal is received by the antenna 11 of the
vehicle security system 10, and is input to the receiver 12 to be demodulated.
Subsequently, the security controller 14 determines whether the received ID code
agrees with a pre-registered ID code. If the determination is affirmative, a chirp
is sounded and the armed state is cleared, and the door lock unit 18 unlocks the
door.